


<b>EASA</b>	<b>EMERGENCY AIRWORTHINESS DIRECTIVE</b>
	<p><b>AD No.: 2012-0195-E</b>  <b>[Correction: 25 September 2012]</b></p> <p><b>Date: 24 September 2012</b></p> <p>Note: This Emergency Airworthiness Directive (AD) is issued by EASA, acting in accordance with Regulation (EC) No 216/2008 on behalf of the European Community, its Member States and of the European third countries that participate in the activities of EASA under Article 66 of that Regulation.</p>
<p>This AD is issued in accordance with EC 748/2012, Part 21.A.3B. In accordance with EC 2042/2003 Annex I, Part M.A.301, the continuing airworthiness of an aircraft shall be ensured by accomplishing any applicable ADs. Consequently, no person may operate an aircraft to which an AD applies, except in accordance with the requirements of that AD, unless otherwise specified by the Agency [EC 2042/2003 Annex I, Part M.A.303] or agreed with the Authority of the State of Registry [EC 216/2008, Article 14(4) exemption].</p>	
<p><b>Design Approval Holder's Name :</b>  AgustaWestland S.p.A.</p>	<p><b>Type/Model designation(s) :</b>  A109 helicopters</p>
TCDS Number:	EASA.R.005
Foreign AD:	Not applicable
Supersedure:	None
<b>ATA 64</b>	<b>Tail Rotor – Tail Rotor Duplex Bearing Ring Nut – Inspection</b>
Manufacturer(s):	AgustaWestland S.p.A (formerly Agusta S.p.A.).
Applicability:	A109E helicopters, serial numbers (S/N) from 11002 to 11807, except 11796; A109LUH, all S/N; A109S, all S/N; AW109SP, S/N from 22202 to 22278, except 22239, 22264, 22266, 22272, 22273, 22275 and 22277; A109C helicopters, all S/N; and A109K2 helicopters, all S/N.
Reason:	<p>Cases of loosening of the tail rotor duplex bearing locking nut Part Number (P/N) 109-0130-97 have been reported on A109 helicopters. The investigation identified the absence or the damage of one or both of the locking wires securing the tail rotor duplex bearing locking nut P/N 109-0130-97.</p> <p>This condition, if not detected and corrected, could lead to failure of the tail rotor function, resulting in loss of control of the helicopter.</p> <p>To address this unsafe condition, AgustaWestland issued six Bollettino Tecnico (BT), BT 109-134, BT 109SP-051, BT 109S-48, BT 109L-051, BT 109EP-121 and BT 109K-54 for all affected models.</p> <p>For the reasons described above, this AD requires an inspection of the lock wire(s) securing the tail rotor duplex bearing locking nut, for condition and identification of any discrepancy. It also requires repetitive inspections of the affected part(s) for identification of any discrepancy. Finally, this AD requires</p>

	<p>accomplishment of some maintenance tasks on the housing and slider group of the tail rotor rotating controls.</p> <p>This AD has been republished to correct a typographical mistake with the applicable TCDS number (<b>EASA.R.005 is correct</b> instead of EASA.A.005).</p>						
Effective Date:	27 September 2012						
Required Action(s) and Compliance Time(s):	<p>Required as indicated, unless accomplished previously:</p> <p>(1) Within 5 Flight Hours (FH) after the effective date of this AD, accomplish a visual inspection of the lock wire(s) MS20995C32 securing the tail rotor duplex bearing locking nut P/N 109-0130-97-101 or P/N 109-0130-97-103 to the housing, in accordance with Part I of AgustaWestland BT 109-134, BT 109SP-051, BT 109S-48, BT 109L-051, BT 109EP-121 or BT 109K-54, as applicable depending on helicopter model.</p> <p>(2) If during the inspection required by paragraph (1) of this AD, a discrepancy is identified, before next flight, depending on the configuration and condition, accomplish the applicable corrective action as specified in Table 1 of this AD.</p> <p style="text-align: center;">Table 1</p> <table border="1" data-bbox="499 864 1418 1099"> <thead> <tr> <th data-bbox="499 864 983 909">Configuration and condition</th> <th data-bbox="983 864 1418 909">Corrective action</th> </tr> </thead> <tbody> <tr> <td data-bbox="499 909 983 1021">1 or 2 lock wires are installed and 1 or both are damaged</td> <td data-bbox="983 909 1418 1021">Accomplish Part III of the BT on the housing and slider group of the tail rotor rotating controls</td> </tr> <tr> <td data-bbox="499 1021 983 1099">1 lock wire is installed and it is not damaged</td> <td data-bbox="983 1021 1418 1099">Install a second lock wire MS20995C32.</td> </tr> </tbody> </table> <p>(3) Within 25 FH after accomplishment of the inspection required by paragraph (1) of this AD, and thereafter at intervals not to exceed 25 FH from the last inspection, accomplish a visual inspection of the 2 lock wires securing the tail rotor duplex bearing locking nut P/N 109-0130-97-101 or P/N 109-0130-97-103 to the housing, in accordance with Part II of AgustaWestland BT 109-134, BT 109SP-051, BT 109S-48, BT 109L-051, BT 109EP-121 or BT 109K-54, as applicable depending on helicopter model.</p> <p>(4) If during any inspection required by paragraph (3) of this AD, a discrepancy is identified, before next flight, accomplish Part III of AgustaWestland BT 109-134, BT 109SP-051, BT 109S-48, BT 109L-051, BT 109EP-121 or BT 109K-54, as applicable depending on helicopter model, on the housing and slider group of the tail rotor rotating controls.</p> <p>(5) Within 100 FH or 7 months, whichever occurs first after the effective date of this AD, unless already accomplished following identification of a discrepancy in compliance with the requirements of paragraph (2) or (4) of this AD, accomplish Part III of AgustaWestland BT 109-134, BT 109SP-051, BT 109S-48, BT 109L-051, BT 109EP-121 or BT 109K-54, as applicable depending on helicopter model, on the housing and slider group of the tail rotor rotating controls.</p> <p>Note: For A109LUH helicopters, the "Tail Rotor Duplex Bearing Nut" correct torque value is to be found in the applicable BT and not in the applicable Maintenance Manual (MM).</p> <p>(6) Accomplishment of Part III of of AgustaWestland BT 109-134, BT 109SP-051, BT 109S-48, BT 109L-051, BT 109EP-121 or BT 109K-54, as applicable depending on helicopter model, on the housing and slider group of the tail rotor rotating controls constitutes terminating action for the repetitive inspections required by paragraph (3) of this AD.</p>	Configuration and condition	Corrective action	1 or 2 lock wires are installed and 1 or both are damaged	Accomplish Part III of the BT on the housing and slider group of the tail rotor rotating controls	1 lock wire is installed and it is not damaged	Install a second lock wire MS20995C32.
Configuration and condition	Corrective action						
1 or 2 lock wires are installed and 1 or both are damaged	Accomplish Part III of the BT on the housing and slider group of the tail rotor rotating controls						
1 lock wire is installed and it is not damaged	Install a second lock wire MS20995C32.						

<p>Ref. Publications:</p>	<p>AgustaWestland BT 109-134 dated 21 September 2012.  AgustaWestland BT 109SP-051 dated 21 September 2012.  AgustaWestland BT 109S-48 dated 21 September 2012.  AgustaWestland BT 109L-051 dated 21 September 2012.  AgustaWestland BT 109EP-121 dated 21 September 2012.  AgustaWestland BT 109K-54 dated 21 September 2012.  AgustaWestland A109E MM "A109E-MM" second issue, Revision 2 dated 29 June 2012.  AgustaWestland A109LUH MM "09-A/AM-00-X" Issue 1.0, Change 15 dated 15 December 2011.  AgustaWestland A109S &amp; AW109SP MM "0B-A-AMP-00-X" dated 08 June 2012.  AgustaWestland A109C MM "A109C-MM" Basic Issue, Rev. 15 dated 14 July 2010 and Temporary Revisions 64-1 and 64-2 dated 25 May 2012.  AgustaWestland A109K2 MM "A109K2-MM" Basic Issue, Rev. 15 dated 15 September 2010 and Temporary Revisions 64-1 and 64-2 dated 25 May 2012.  The use of later approved revisions of this document is acceptable for compliance with the requirements of this AD.</p>
<p>Remarks :</p>	<ol style="list-style-type: none"> <li>1. If requested and appropriately substantiated, EASA can approve Alternative Methods of Compliance for this AD.</li> <li>2. The results of the safety assessment have indicated the need for immediate publication and notification, without the full public consultation process.</li> <li>3. Enquiries regarding this AD should be referred to the Safety Information Section, Executive Directorate, EASA. E-mail: <a href="mailto:ADs@easa.europa.eu">ADs@easa.europa.eu</a>.</li> <li>4. For any question concerning the technical content of the requirements in this AD, please contact: Agusta S.p.A. Customer Support  Via del Gregge, 100 - 21015 Lonate Pozzolo (VA) – Italy  Telephone + 39 0331 664600 ; Fax: + 39 0331 664684  E-mail: <a href="mailto:custserv@agustawestland.com">custserv@agustawestland.com</a>.</li> </ol>